Wiltshire Record Society

(formerly the Records Branch of the Wiltshire Archaeological and Natural History Society)

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FOR THE YEAR 1996

Impression of 1,000 copies
PREPARING FOR PUBLICATION
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DORSET, SOMERSET, CORNWALL, and DEVON,
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for the New Maps of the Counties of England and Wales.

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Advertisement for Greenwood's maps of Wiltshire and other counties, published
in the Salisbury and Winchester Journal, 8th February, 1819, p. 3
PRINTED MAPS OF WILTSHIRE
1787 - 1844

A SELECTION OF TOPOGRAPHICAL, ROAD AND CANAL MAPS IN FACSIMILE

EDITED BY

JOHN CHANDLER

TROWBRIDGE

1998
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PREFACE

For their co-operation and permission to reproduce the maps in this volume the Society wishes to express formally its gratitude to Wiltshire County Council and the Wiltshire Archaeological and Natural History Society. For research facilities while preparing the introduction I should also like to thank both these organizations, as well as the British Library, the National Library of Wales, the University of Bristol Library, and Bath Central Library.

On a more personal level I am particularly grateful for the assistance most readily given by the staff of these organizations, notably Lorna Haycock, Michael Marshman, Steven Hobbs, John d'Arcy, and Paul Smith. I also wish to pay tribute to the expertise of Nicki Hastings and John Phillips of Salisbury Printing.

JOHN CHANDLER
ABBREVIATIONS

DNB Dictionary of National Biography
WANHS Wiltshire Archaeological and Natural History Society
WRO Wiltshire and Swindon Record Office
INTRODUCTION

PRINTED MAPS OF WILTSHIRE

In common with other counties and regions of England and Wales, the topography of Wiltshire has been represented on printed maps since the sixteenth century. A catalogue of printed maps of Wiltshire (Chubb, 1911) describes 253 maps and variants of maps published between the first, in 1576 (Christopher Saxton's Wiltoniae Comitatus...) and 1885, which equates to an average of about five county maps published every six years throughout the period. Until the later-eighteenth century all such maps are relatively small, rarely exceeding a scale of five miles to the inch, and (with certain exceptions, such as parks, bridges, and roads) lack sufficient topographical detail to be of great service to historians and historical geographers. Early cartographers were notorious plagiarists, a fault which further limits their usefulness. A striking Wiltshire example of slavish copying has been noted on Wiltshire maps (Booth, 1979, p.45), which from Speed (1610) until corrected by Bowen (1755) persisted in misnaming North Burcombe near Wilton as Quaere.

In 1759 the Royal Society of Arts announced that it would award prizes for printed county maps published at one-inch (= one mile) scale, and this incentive resulted in one or more such maps, at one-inch scale or greater, being produced for most English counties during the following half-century (Harley, 1963-4; summary of county maps in Smith, 1988a, pp. 82-7). In Wiltshire the map of John Andrews and Andrew Dury, published in 1773 at a scale of approximately two inches = one mile, with a second edition in 1810, is well known. The first edition was published in reduced facsimile by the forerunner of the Wiltshire Record Society in 1952, as volume 8 of the series (Crittall, 1952), and remains available from the Society. It was the first Wiltshire county map since Saxton to be based on an original survey, and many names and features were included there for the first time on any printed map (ibid, introduction).

Surveying in south Wiltshire for the one-inch Ordnance Survey mapping of England began c.1806, and was largely completed for the whole county within a decade (see maps and keys in Harley and O'Donoghue, 1981, p. xv; Harley, 1986, p. xiv). It was undertaken at two-inch scale by members of the Corps of Royal Military Surveyors and Draftsmen, assisted by civilian surveyors. One of the latter was Philip Crocker, some of whose other work, as cartographer to Sir Richard Colt Hoare, features in the present volume. One-inch sheets derived from the survey and covering most of south and central Wiltshire were published by the Ordnance Survey in 1811 (sheet 15, south of a line from Mere to Salisbury), and in 1817 (sheet 14, south of a line from Lacock to Marlborough). Most of north Wiltshire, however, appeared on sheet 34 which, following dissatisfaction with the quality of the original survey, was not published until 1828.
PRINTED MAPS OF WILTSHIRE 1787-1844

(Harley, 1986, pp. xiii–xvii). Modern facsimiles of both the one-inch sheets and the two-inch surveyors’ drawings are widely available and frequently consulted.

Eventually the accuracy, consistency, and comprehensive nature of Ordnance Survey mapping sounded the death-knell for commercial county cartographers. But this was not before the late flowering of a generation of fine county maps, between c.1815 and c.1835, which benefited from the improved surveying and triangulation techniques made available by the Ordnance Survey, and catered for the continuing need among gentry and landowning classes for maps which (unlike the Ordnance Survey) were based on the traditional unit of local administration, the county. Notable among the cartographers of this period were the rival concerns of Christopher Greenwood and Andrew Bryant, who published 35 and 12 county maps respectively (Harley, 1962, pp.vii–viii, 21). A reproduction of Christopher Greenwood’s map of Wiltshire, 1820, forms the centrepiece of the present volume. Bryant did not map Wiltshire.

Most Wiltshire historians will be familiar with Andrews’ and Dury’s 1773 map, and with the one-inch Ordnance Survey sheets. They will probably have consulted Greenwood’s map also, although it has not hitherto been available in facsimile, and because of its date (1820) tends to be passed over in favour of the assumed superiority of the Ordnance Survey. Its appearance in this volume may, it is hoped, result in the wider acceptance and appreciation of an important and informative map.

Increasing appetite for and need to travel, fuelled by agricultural and industrial progress, and enabled by the road improvements overseen by turnpike trusts, especially after c.1760, resulted for the first time since Roman Britain in a reasonably efficient road and staging network. The period of the stagecoach’s domination was brief (c.1780 – c.1840) but it resulted in greatly increased traffic along the main roads of Wiltshire, and new commercial opportunities for the towns through which they passed (Chandler, 1980). Such traffic engendered a demand for itineraries, road-books, and road-maps; five of the maps included in this volume, the county maps by Cary (1787 and 1801), Tunnicliff (1791), and Smith (1801), as well as Robertson’s map of the Bath Road (1792), were produced to cater for the demands of tourists and travellers. Although these county maps are much smaller and more modest in intention than Andrews’ and Dury’s or Greenwood’s, they nevertheless convey considerable topographical and toponymic information. The two maps of 1801, in particular, are both at a scale greater than three miles = one inch, and each includes more than a thousand place-names.

Also concerned with travel are the two canal maps reproduced in this volume. Both date from 1793, when the ‘canal mania’ was at its height, and are good examples of a genre of similar maps, which were designed less for travellers than for the investors, landowners, and contractors who were all swept along by the exciting possibilities of profit from a successful canal. The deposit (with Clerks of the Peace) of plans showing land directly affected by a proposed canal, or canal deviation, became compulsory in 1794, and canal plans survive to head the long series of Quarter Sessions deposited plans encountered in local record offices. Rennie’s map of the Kennet and Avon Canal, and the Whitworths’ of the Wilts and Berks, are both rather more ambitious than the law required, including topographical detail along wide swathes of countryside. Taken
together with Robertson's contemporary map of the Bath Road they offer a detailed description of much of north Wiltshire during the 1790s.

Their counterpart in south Wiltshire is the series of maps of hundreds commissioned from Philip Crocke by the antiquary and historian Sir Richard Colt Hoare for inclusion in the series of parish histories known collectively as Modern Wiltshire, and published between 1822 and 1844. Antiquarian in intent, they show a sensitivity to landscape and settlement not found elsewhere in this volume, but which might be expected from the pioneer of archaeological cartography. As such they are well known and highly esteemed, but have not before been reproduced in facsimile, and in their original settings (embedded in the weighty volumes of Modern Wiltshire), have hitherto proved tiresome to consult and impossible to copy.

The maps reproduced in the following pages were all published between 1787 and 1844, and so may be used to chart the Wiltshire landscape and townscape during the sixty years separating Andrews' and Dury's map from the completion of the first Ordnance Survey. In Wiltshire, as elsewhere, it was a period of profound change and upheaval, affecting agriculture, communications, settlement patterns, society, and attitudes to the past. Some of the maps had a direct bearing on these changes at the time of their publication; together they form an important source for chronicling and interpreting an intriguing chapter in Wiltshire's history.

THE MAPS AND THEIR MAKERS

The following sections offer a bibliographical description of each map, followed by a brief account of the mapmakers involved, and other relevant information about them. No detailed analysis of the content of each map, nor of their interrelationship, is attempted. Scales and enlargement/reduction percentages should be regarded as approximate. Key maps showing the areas covered will be found on the page preceding the start of each facsimile.

John Cary

Original Scale: 10 miles [= 44mm, 1: 362,000]. Reproduced at 111%.
London. Published as the Act directs September 1st 1787 by J. Cary, Engraver, Map & Printseller. No. 188 the corner of Arundel Street Strand.
210 x 260mm
Described by Chubb, 1911, pp. 251-2
Reproduced from a copy in Wiltshire Local Studies Library, Trowbridge

A New Map of Wiltshire, divided into hundreds, exhibiting its Roads, Rivers, Parks &c. By John Cary Engraver: 1801
Original Scale: 8 miles [= 72mm, 1: 176,300]. Reproduced at 96%.
London. Published by J. Cary Engraver & Map seller No. 181 Strand Sept'r 28 1801.
That Cary, one of the most important of the pre-Ordnance Survey English cartographers, was a Wiltshireman has long been known. Fordham (1925, p. x) cited the will of his uncle, Harry Cary, as evidence that the family had lived in, or near, Warminster; and Smith (1988b, p. 40) describes George Cary, John's father, as of Warminster. Laurence Worms (in Hodson, 1997, pp. 172-3) has recently discovered that he was christened and raised at Corsley. In fact, there can be little doubt that the family is to be identified with one living at Upper Whitbourne (now Whitbourne Springs) on the edge of the Longleat estate in the parish of Corsley.

From the earliest Corsley parish register (WRO 1179/1) we learn that George and Mary Cary had four sons between 1753 and 1759: George, born 11th September 1753; John, born 23rd February 1755; Francis, born 29th December 1756; and William, born 6th June 1759. All were baptized at Corsley within three weeks of birth. Their father is probably to be identified with George Cary, son of George, who was baptized at Corsley on 25th April 1703, and who was buried there on 3rd October 1774. He appears to have left no will in either the Salisbury Diocesan courts or the Prerogative Court of Canterbury. His widow Mary, John's mother, died in London in 1799 (Fordham, 1925, p. x).

The Cary (or Carey) family had been prominent in Corsley for nearly a century by the time of John's birth. One George Carey, a clothier of Corsley, had issued a token in 1666. He, or a namesake, is memorialized in a Latin monument of 1700 in Corsley church. Thomas Carey, clothier, leased land at Whitbourne in Corsley in 1712, and George Carey, clothier, witnessed a deed in 1734. In 1756 and 1769 George Carey (probably John's father) was described as a maltster (Davies, 1909, pp. 25-6; Rogers, 1965, p. 20).

Davies (1909, p. 26) reported a tradition that the family lived in a house subsequently belonging to Mr H. Ball, which can be located from directories to the hamlet of Upper Whitbourne, now called Whitbourne Springs. The tradition is confirmed by the Warminster and Corsley enclosure map of 1783 (WRO EA23) which describes land and buildings on the south side of the triangle at Upper Whitbourne as belonging to George Cary. This corresponds to the extant 16th-century farmhouse of Whitbourne Springs Farm, which was presumably John's birthplace.

John Cary's subsequent career and achievements, from his leaving Wiltshire for apprenticeship to a London engraver in 1770 until his death in 1835, have been described in great detail elsewhere (Fordham, 1925; Smith, 1988b; Burden, 1991; Hodson, 1997, pp. 172-98), and only the briefest summary is required here. Following his apprenticeship he established himself c. 1783 at an address in the Strand as engraver, map and print seller, and surveyor. He remained in business there (but moving to another address c. 1791) for nearly forty years, until his premises were destroyed by fire in 1820, and then moved to St James's Street. His sons George and John entered the business at about this time, and continued it after his death until c. 1850.
Cary's firm spanned the gamut of cartographical production, making globes as well as celestial charts, atlases, and topographical maps and plans of all kinds. The business rapidly grew beyond the capacity of John as sole engraver, but the craftsmen which he employed were highly skilled, and his output maintained a consistently excellent standard. The wide range of map production reflected the interests of his customers, and of society in general, but there was an understandable concentration on the improved means of travel, by road and canal, which were being developed at the time, and it is perhaps for his roadbooks that Cary remains best known. It has been claimed (Smith, 1988b, p. 47) that, 'without doubt the Cary firm in general and John in particular were the most influential British map-makers of their generation, making an enormous impact on standards and style'.

John Cary's name and work appear elsewhere in this volume, as the engraver of some of Crocker's maps for Colt Hoare, and as collaborator in a map of the Somersetshire Coal Canal; but it is his first and second county maps of Wiltshire for atlases which are of most immediate concern. The earlier, published in 1787, was one of four counties (with Middlesex, Berkshire, and Oxfordshire) which together formed the first part of a twelve-part publication, Cary's New and Correct English Atlas, completed in 1789. The atlas was well received and a commercial success, largely because its competitors were mere revisions of much earlier maps, whereas Cary incorporated the information on more recently published large-scale county maps, such as that of Andrews and Dury for Wiltshire. The quality and clarity of their engraving also gave his maps an appeal over their rivals. Such was their popularity that new impressions were frequently made from the plates, which were themselves repeatedly modified and revised. Four states of the Wiltshire map have been identified between 1787 and 1789 (Burden, 1991, p. 36), and a new edition of the Wiltshire sheet, and of the entire atlas, was published in 1793 (Chubb, 1911, p. 256; Hodson, 1997, p. 185).

It was perhaps wear on the plates which prompted Cary to embark on an entirely new folio atlas of the English counties at larger scale. This, Cary's New English Atlas, was not completed until 1809, but the Wiltshire map, reproduced here, first appeared in September 1801, some nine months after the publication of Charles Smith's very similar map.

William Tunnicliff

A New Map of Wiltshire, by Will'm Tunnicliff, Land Surveyor. 1791
Original Scale 10 miles [= 81mm, 1: 195,000]. Reproduced at 90%.
No imprint
367 x 495mm
Described by Chubb, 1911, pp.295-6
Reproduced from WRO Printed Maps 2.6

Of William Tunnicliff nothing has been discovered beyond what he tells us himself. He was clearly a land surveyor, and he claimed knowledge of farm management and accountancy. In 1787 he appears to have been living in Manchester. Between 1786 and
1791 he produced twelve maps of eleven counties (Somerset was reworked), extending from Lancashire southward through the West Midlands to Gloucestershire, and the whole of the south-west peninsula eastward to Hampshire. Although the earliest — Lancashire, Cheshire and Staffordshire — were apparently sold separately, the real purpose of all the maps was to accompany written topographical surveys, which were published as early hybrids of road book and trade directory. The first of these surveys was published at Nantwich in 1787 and covered the three counties of the earliest maps. Three further counties, Somerset, Gloucestershire and Worcestershire, were added, and a survey of all six, accompanied by the engraved maps, was printed and sold by Cruttwell of Bath in 1789.

The third and last of these endeavours, for which the Wiltshire map was prepared, was, A Topographical Survey of the Counties of Hants, Wilts, Dorset, Somerset, Devon, and Cornwall, commonly called the Western Circuit, which was printed and sold for the author by the well known Salisbury printer, Benjamin Collins, in 1791. This publication claimed to be, 'embellished with new and elegantly engraved maps of the several counties, taken from actual surveys, and laid down with great accuracy on a large scale.' In fact the Wiltshire map is a poor effort compared with the dedicated work of Cary and his rivals, and even in comparison with Tunnicliff's previous efforts. Rivers are not shown, for instance, and the absence of many minor place-names gives Wiltshire a barren appearance compared with the jostling, busy calligraphy of Cary and Smith. This half-hearted impression extends to the printed survey, which merely lists nobility and gentry, and subscribers to the project, with a desultory description of certain roads. The surveys of Midland counties, by contrast, had offered much more, including detailed information about industries.

The explanation for this disappointing performance has been given by Smith (1989, pp. 25-6), upon whose paper this account of Tunnicliff leans heavily. Already in 1787, according to a notice printed in his first survey, Tunnicliff was discontented with his lot: 'Wanted, by the Author, W. TUNNICLIFF... the place of steward to a nobleman or gentleman, where an intire management, on a large plan, in that capacity, is required...; should have no objections to go to Ireland, or any part of England...'. The notice continues that he would also consider a position as clerk to a merchant or manufacturer. After 1791 the name of William Tunnicliff disappears from the history of cartography, so (as Smith suggests) it must be assumed that his search for a permanent post in a different field was eventually successful.

Charles Smith

A New Map of the County of Wilts divided into hundreds.
Original Scale, 7 miles [= 62mm, 1: 177,400]. Reproduced at 71%.
London Printed for C. Smith No.172 Strand, January 6th. 1801. Jones & Smith sc Pentonville
Described by Chubb, 1911, p.259
445 x 499mm
Reproduced from WRO Printed Maps 2.7
INTRODUCTION

Many years later the firm of Charles Smith and Son claimed to have been established in 1799 (Herbert, 1986, p. 24). Certainly Charles Smith, stationer, map and globe seller, was trading from 172 Strand, London, from c. 1800, and from 1827 to 1852 at the same address, as Charles Smith and Son (Maxted, 1977, p. 207). Around 1852, when Charles Smith presumably retired or died, the business was continued by William Smith (ibid.), and c. 1864 moved to 63 Charing Cross (Tooley, 1979, p. 585). On the imprint of an 1834 edition of his atlas Smith described himself as ‘Mapseller extraordinary to His Majesty’ (Chubb, 1927, p. 242).

Charles Smith was a publisher of maps, rather than a surveyor, cartographer, or engraver. The Wiltshire map, along with most of Smith’s output, was engraved by the firm of Jones and Smith (sometimes Jones, Smith and Co., or Jones, Smith, and Bye) of Pentonville, later Islington and the Strand (Carroll, 1996, p. 146; Kingsley, 1982, p. 116); some maps were apparently drawn by J. Tomkins (Beresiner, 1983, p. 208). Apart from county maps Smith published city maps of London (1803) and Bristol (1829), maps of canals and roads, and a general atlas and terrestrial globe.

The Wiltshire map is part of a series of 42 maps which were formed into an atlas, Smith’s New English Atlas..., published in 1804. All the county maps bear the same date, 6th January 1801, but the map of Wales and the general map of England and Wales are dated 6th January 1804, and this date has also been added to the Yorkshire map (Chubb, 1927, pp. 239-41). The atlas included an ‘Index Villarum, containing upwards of Forty Thousand Names of Places mentioned in the Work’, which was contained in 54 pages following the maps (ibid.). This atlas seems to have enjoyed great success, and further editions appeared in 1808, 1818, and frequently until c. 1864. The county maps were also issued separately, flat or folded, and it has been suggested (Kingsley, 1982, p. 116) that they may have been issued continuously in this way from 1801 to c. 1864. A reduced version of the atlas appeared in 1822 (Batten and Bennett, 1996, p. 184; Ransley, 1983, p. 117), but no Wiltshire sheet is listed by Chubb (1911).

Archibald Robertson

[maps from] A Topographical Survey of the Great Road from London to Bath and Bristol, with historical and descriptive accounts of the country, towns, villages, and gentlemen’s seats on and adjacent to it; illustrated by perspective views of the most select and picturesque scenery. To which is added, a Correct Map of the Country three miles on each side of the road; planned from a scale of one inch to a mile, by Archibald Robertson. In two parts. Part II. London: printed for the author, Charles-Street, St. James’s Square; and R. Faulder, Bond-Street, D.DCC.XCII. [sic].

No Scale [1 mile = 1 inch, 1: 63,360]. Reproduced at 86%.
Maps are each titled Road from London to Bath, nos. 7-10
No. 7 = 265 x 156mm; No. 8 = 262 x 152mm; No. 9 = 265 x 174mm; No. 10 = 265 x 193mm
Nos. 7-9 reproduced from copy in Wiltshire Local Studies Library, Trowbridge; No. 10 reproduced from copy in Wiltshire Archaeological & Natural History Society Library, Devizes.
The Archibald Robertson of the Bath Road had a more distinguished namesake and contemporary, a Scottish miniaturist (1765-1835) who painted a Bath subject in 1782 and settled in London from 1786, but who emigrated to America in September/October 1791, where he subsequently made his name (Williamson, 1904, pp. 253-4; Malone, 1935, pp. 21-2). Since the dedication to the Prince of Wales of the Topographical Survey... bears a London address (Charles Street, St James's Square) and the date 1st January 1792, its author must be a different man. This same address, in fact, is given in the Royal Academy catalogue (Graves, 1906, p. 327) to one Archibald Robertson, an honorary exhibitor, ten of whose landscape paintings were exhibited between 1772 and 1796. Bénézit, (1976, p. 13) describes this Archibald Robertson as a landscape painter and aquatint engraver at London between 1765 and 1796, and cites three engravings executed by him from paintings by other artists.

Although only one of Robertson's catalogued paintings was of an English scene (Castleton, Derbyshire), it seems clear that the Topographical Survey... was primarily a vehicle for his engravings of buildings and views adjacent to the Bath Road. In the preface to the first part of his book (p. vi) he assures readers that: 'The prints which serve to illustrate this work, are not ideal but Real Views, accurately taken on the spot by the author for the purpose, and the plates were all engraved by himself; he therefore presumes he may with some degree of confidence present them to the public as just representations.' The engraving of the maps was presumably his responsibility also, although it should be noted that William Faden of Charing-Cross, the eminent map publisher (see below, p. xix), is included in the imprint to part one. Inspection of the Wiltshire portion of Robertson's map shows, as might be expected, a heavy reliance on the 1773 printed map of Andrews and Dury.

The dramatic growth of stagecoach and post-chaise traffic along the Bath and Bristol road during the later decades of the eighteenth century, and the inauguration of the Bath mail coach service in 1784, may have tempted Robertson with the lure of commercial success for his publication. By combining the genres of 'picturesque tour' and roadbook he was something of an innovator, and his book remains a useful source of social history information (see Phillips, 1983, pp. 150-8). It appears, however, to have been his only venture into print.

John Rennie

Plan of the proposed Navigable Canal, between the River Kennet at Newbury, in the County of Berks; and the River Avon at Bath, in the County of Somerset: whereby a navigable Communication will be opened between the Cities of London and Bristol. Likewise of part of the Wilts & Berks Canal, from Semington to the Towns of Calne & Chippenham; to which is added a Plan of the proposed Somersetshire Coal Canal. Surveyed 1793, by John Rennie Civil Engineer. Completed in 1810.

Original Scale, 3 miles [= 114mm, 1: 42,240]. Reproduced at 71%. Engraved by W. Faden, geogr't to His Majesty & to His R.H. the Prince of Wales.
John Rennie was born near Edinburgh in 1761 and attended university there before moving to London in 1784. He became one of the most important and influential civil engineers of the pre-railway phase of the industrial revolution, alongside Telford and Smeaton. Besides canals (which included the Crinan, Rochdale, and Lancaster, as well as the Kennet and Avon), he designed bridges and harbour works, notably the breakwater across Plymouth Sound. To him are attributed over ninety surviving plans of canals and other engineering works with which he was involved, extending from 1789 (a canal at Bishops Stortford) until his death (Skempton, 1987, pp. 168–79). His standing was such that, when he died at his London home in 1821, he was interred in St Paul’s Cathedral (DNB). He was the subject of a laudatory biography by Samuel Smiles (Smiles, 1904, pp. 217–452).

Although the theoretical possibility of linking by canal the Bristol Avon and the Thames, or its tributary the Kennet, had been discussed during the 16th and 17th centuries, the direct ancestor of both the Kennet and Avon and the Wilts and Berks Canals was a scheme mooted in 1788 and known as the Western Canal (Hadfield, 1959, pp. 272–3; Clew, 1985, pp. 38-49; Dalby, 1986, pp. 7-13). In Wiltshire this would have served Marlborough, Calne and Chippenham, although a more southerly route, via Trowbridge, was also considered. Rennie was involved in the canal by 1790, and at first endorsed the Chippenham route. Two years later, during the ‘canal mania’, the scheme was revived as the Kennet and Avon Canal, and Rennie then advocated a line via Pewsey Vale, Devizes and Trowbridge, which he surveyed in 1793. According to Smiles (1904, p. 274) this was his first English canal, and he bestowed great pains on its survey, design and execution.

Canal construction required a private act of Parliament, and from 1794 any scheme which involved compulsory purchase had to submit a detailed plan with book of reference of the parcels of land proposed for acquisition (Smith, 1988a, p. 125). A copy of such a manuscript plan of the proposed Kennet and Avon Canal (orientated with south at the top), together with a book of reference and enlargements of Bath and All Cannings, exists in the Wiltshire and Swindon Record Office (WRO A1/372/1); the plan was signed by Rennie on 9th November 1793. Others are in the Somerset Record Office (Eyles, 1975, p.47) and the House of Lords Record Office (Skempton, 1987, p. 169).

But the printed plan reproduced in this volume is quite different from the deposited plans. Instead of depicting only those parcels of land affected by the line, and numbering them, the printed plan depicts topography and settlements up to as much as five miles on each side of the proposed canal, and has no parcel numbers. Its purpose was clearly to describe the course of the canal in relation to nearby towns and villages.

The printed plan exists in a version engraved by W. Faden in 1794 (copy in WRO H/C Maps; cf. Skempton, 1987, p. 169, no. 1136); this includes, ‘a branch from the said canal near a place called Marsh Barn to the towns of Calne and Chippenham’. Between 1794 and 1796 negotiations between the Kennet and Avon and the Wilts and Berks companies resulted in revised acts, whereby the Calne and Chippenham branch was
dropped from the former's scheme (Dalby, 1986, p. 13), and a revised plan of the proposed canal was engraved (Skempton, 1987, p. 169, no. 1137-8). Further minor revisions were made to the plate in 1810 to show the canal as completed (including changes made to the Somersetshire Coal Canal: Eyles, 1975, p. 47; cf Torrens, 1974, p. 45), and it is this third state which is reproduced here.

Robert and William Whitworth

A Plan of the Wilts and Berks Canal from Semington in the County of Wilts to Abingdon in the County of Berks, with Branches to the Towns of Chippenham, Calne and Wantage, by Rob't & Will'm Whitworth, Engineers. 1793

Original Scale of 49 miles [1 mile = 1 inch, 1: 63,360]. Reproduced at 81%.
Engraved by W Faden, Geographer to His Majesty, and to H.R.H. the Prince of Wales, Charing Cross, 1795.
1228 x 424mm
Reproduced from WRO 947/2197

Robert Whitworth was an older contemporary of John Rennie, and a pupil of the celebrated James Brindley; his name is connected with 37 surviving plans of canals and other engineering works between 1767 and 1797 (Skempton, 1987, pp. 263-8). He was primarily a canal engineer, and his involvement with this scheme probably results from his work as surveyor from 1781 to the neighbouring Thames and Severn Canal (Household, 1983, pp. 41-3). He appears to have died in December 1798 (Gentleman's Magazine, 1798 (2), p. 1091), the day before his last report to the Wilts and Berks Canal committee was presented (Dalby, 1986, p. 20, who assumes that he died in 1799).

On behalf of the Thames and Severn, Whitworth in 1784 had surveyed a route by-passing the upper Thames, from Kempsford (near Highworth) to Abingdon, via the Vale of White Horse. This never received Parliamentary approval, but when during the 1790s canal mania the Kennet and Avon abandoned its northern route in favour of one through the Vale of Pewsey Whitworth recognized the possibility of combining that rejected scheme with his abortive route to Abingdon. By driving a canal across north Wiltshire and through the Vale of White Horse, he could link the proposed Somersetshire Coal Canal via the Kennet and Avon to the Oxford region and the Thames. Thus in early 1793 a meeting of landed interests was held at Wootton Bassett which inaugurated the Wilts and Berks Canal, and in February Robert and William Whitworth were appointed its surveyors (Dalby, 1986, pp. 8-9).

William Whitworth was Robert's son, and apart from the summit level of the proposed canal in the Swindon area (where sources of water supply were of crucial concern) much of the survey work was delegated to him. This included subsequent modifications at the Abingdon end, and in 1794 (once the Kennet and Avon had abandoned its branch to Chippenham, and revised its route around Trowbridge) a new line from Semington on the Kennet and Avon, through Dauntsey Vale to Wootton Bassett, with short branches to Chippenham and Calne.

Because of these changing circumstances it is hardly surprising that the engraved
map of the canal exists in several states. Skempton (1987, pp. 267-8, nos. 1829-30) describes two versions. One was engraved by William Faden in 1794, and entitled, 'A Plan of the Wiltshire & Berkshire Canal, with a branch to the Thames & Severn Canal, also branches to the towns of Calne and Chippenham by Robert and William Whitworth'. The second carries a title similar to that of the map reproduced here, except that Trowbridge is given instead of Semington. The present map would therefore appear to be the third state, revised in about August 1794, when William Whitworth first reported to his committee the Kennet and Avon's intention of making the junction at Semington (Dalby, 1986, p. 14).

During this period of frantic surveying for proposed canals many cartographers were heavily committed, including John Cary, who in 1793 surveyed the Somersetshire Coal Canal in collaboration with the geologist William Smith (Torrens, 1974; Eyles, 1975; Torrens, 1975). Both the canal maps reproduced here, however, were engraved by another mapmaker, William Faden. He was one of the most important and prolific engravers of maps around the turn of the century, with some 350 works to his name, and a title similar to that later boasted of by Charles Smith, 'Geographer to the King and to the Prince of Wales'. His maps included a county map of Norfolk (1797), and in 1801 he published for the Ordnance Survey its map of Kent (Barringer, 1989, pp. 1-2).

Christopher Greenwood

Map of the County of Wilts, from Actual Survey, made in the Years 1819 & 1820. by C. Greenwood. To the Nobility, Clergy & Gentry, of Wiltshire, this Map of the County, is most respectfully Dedicated, by The Proprietors.
Original scale 9 miles [= 224mm, 1:63,360]. Reproduced at 75%.
Published for the Proprietors, & Sold at No 70 Queen Street, Cheapside, London Dec't 12th 1820.
1097 x 1436mm
Described by Chubb, 1911, pp.267-8
Reproduced from dissected copy in Wiltshire Local Studies Library, Trowbridge.

Christopher Greenwood was baptized in 1786 the third of ten children to a small farmer settled at Coverdale, near Gisburn, West Yorkshire. (Most details in the following account are derived from the major study of Greenwood's work and career by Harley (1962)). He was probably educated locally, and remained in Gisburn until at least 1810, although by 1815 he had settled in Wakefield, and in 1816 had married there. His first county map, of his native Yorkshire, was proposed in 1815 and published in 1817-18; concurrently he was working on a map of Lancashire, which was published in 1818 after he had moved to London. Four more county maps were published in 1819 and 1820, including the first in southern England, Middlesex. Meanwhile work was proceeding on the Wiltshire map, which was published at the end of 1820, and Greenwood
entered into partnership with a London solicitor, George Pringle.

Since about 1816 Greenwood had entertained the ambition of surveying every English and Welsh county, so as to publish an atlas. With the success of his early efforts, up to 1820, this dream came within his grasp, and in collaboration with Pringle, Pringle’s son (also George), and Greenwood’s own brother, John, the project was accelerated, and the maps prepared and published from a series of prestigious London addresses. By 1828 only ten counties had not been accomplished (seven had appeared in a single year, 1826).

But the momentum was not sustained. Only three of the remaining ten were subsequently published, George Pringle junior departed, and Greenwood turned his attention to producing more manageable and lucrative small county maps of each county, a project eventually completed in 1834. This decision seems to have been forced on him by waning demand for the large maps (in the wake, presumably, of the Ordnance Survey’s progress and acceptance), acrimonious competition from other mapmakers (notably Andrew Bryant), and the consequent threat of insolvency. Symptoms of financial difficulties are seen in his removal from Regent Street, by 1830, his collaboration with another firm of cartographers, John and Charles Walker, to complete the small atlas in 1834, and his sale of many of the plates of his earlier maps. After 1840, until his death in 1855 at Dalston, Middlesex, he lived in obscurity.

From early in his career it was Greenwood’s practice to advertise his forthcoming maps in local newspapers, and to invite subscriptions, either to an individual map or to the whole series. These advertisements were placed up to two years before the map was published, in fact before surveying had commenced. Notices announcing the maps for Wiltshire and other south-western counties appeared in the Salisbury and Winchester Journal on at least five occasions (7th, 21st, 28th December 1818, 8th February and 15th March 1819), and an example is reproduced as the frontispiece to this volume. Prospective purchasers were invited to inspect Greenwood’s Yorkshire and Lancashire maps at the ‘Printing Office, Salisbury’, which was doubtless the newspaper’s own premises in New Canal, now under the proprietorship of William Bird Brodie. His predecessor Benjamin Collins, it will be recalled, had actually printed and sold Tunnicliff’s map nearly thirty years earlier. By the time of his last advertisement, in March 1819, Greenwood’s list of subscribers extended to nearly a column of the newspaper, and the survey could therefore proceed, presumably with some degree of confidence.

In surveying Wiltshire Greenwood had the advantage over his predecessors of the Ordnance Survey’s published trigonometrical survey, which described with great accuracy the principal and some of the secondary triangulation of England and Wales. He might also, although he appears not to, have used and copied from the recently published Ordnance Survey sheets covering the south and centre of the county. His surveying methods, it must be confessed, fell far short of the standards set by the Ordnance Survey, but his map should not be disregarded on that account. Unlike the Ordnance Survey he appears to have relied for his information not only on topographical survey, but also on existing local manuscript maps, such as estate and enclosure maps; on printed guidebooks and official sources, such as census reports, for the orthography of names
and hierarchy of settlements; and on local knowledge collected by the surveyors, especially relating to boundaries. The achievement of mapping Wiltshire’s parish boundaries, two decades before the appearance of tithe commutation maps, was in itself a considerable one, which should deserve our respect. And in other regards, too, the existence of a detailed map compiled largely independently of Andrews and Dury and the Ordnance Survey, from a new topographical survey and from secondary sources, should give Greenwood’s map an importance and significance for Wiltshire historians which has not hitherto perhaps been adequately appreciated.

Philip Crocker


Abraham Crocker, an Ilminster schoolmaster, had moved before 1800 to Frome, and there set up with sons Philip (born c. 1778; see below) and Edmund as a land surveyor. He published a book on the subject in 1814, having previously written works on grammar, cider-making, divine worship, and trees (Woodbridge, 1970, p. 198). He also wrote poetry (WANHS Library box 325, ms. 2597, AC letter 13). His firm was employed on archaeological surveying by William Cunnington, Sir Richard Colt Hoare’s collaborator; and as a result Philip Crocker (on Cunnington’s recommendation) was commissioned in 1801 by William Coxe, another of Hoare’s circle of antiquaries, to survey a Roman road. Thereafter Philip was regularly employed by Colt Hoare in his archaeological endeavours, as surveyor, illustrator, and cartographer, combining these duties with an appointment from 1805 until 1812 as one of four civilian surveyors employed by the Ordnance Survey to work on the one-inch sheets of southern England (Harley and O’Donoghue, 1981, pp. xxv—xxviii). In 1812 he resigned from the Ordnance Survey to become Colt Hoare’s land steward on his Stourhead estate, a post which (outliving his master) he filled for almost thirty years until his death at Stourhead on 24th April 1841 aged 62 or 63 (Western Flying Post, 10th May, 1841, p. 3; WRO 1863/7, p. 50).

Philip Crocker was a pioneer of archaeological cartography, whose most important contributions in this field were the maps and plans in the two volumes of Colt Hoare’s Ancient Wiltshire, published in 1812 and 1821. For this work, and for his influence within the Ordnance Survey on the mapping of archaeological features, he is rightly commemorated (Phillips, 1980, pp. 6–8; Seymour, 1980, pp. 64–6; Harley and O’Donoghue, 1981, pp. xxv–xxx). The mammoth achievement of Ancient Wiltshire involved not only Crocker’s expertise, but also that of two other figures in the mapmaking world, John Cary (who engraved the maps) and James Basire II (who engraved the plates). Colt Hoare’s long purse paid Crocker £139, Cary £189, and Basire £862 (Woodbridge, 1970, p. 231, who mistakenly identifies Cary with William Carey, 1759–1839).

Appreciation and understanding of Crocker’s role in the mapping of Wiltshire’s antiquities is possible because of the survival, in the Library of the Wiltshire Archaeo-
logical & Natural History Society, of nearly fifty letters which he wrote between 1802 and 1808 to William Cunnington, together with fifteen letters by his father, Abraham Crocker, to Cunnington (WANHS Library box 325, ms. 2597), and a collection of accounts and miscellaneous items relating to the Crockers, Cary, the Basires and others, among the Colt Hoare papers (WANHS Library box 63, ms. 726, 729). Cunnington died in 1811, long before work began on the maps for *Modern Wiltshire*, but Colt Hoare's accounts are informative about the individual circumstances of the maps reproduced here.

The first of the maps for *Modern Wiltshire* described the hundred of Mere (which included Stourhead), and this is signed 'P. Crocker del. J. Cary sculp.' Cary was paid £23 10s. for engraving this map, and submitted his bill in December 1821. (Crocker, it will be recalled, was in Colt Hoare's employ as land steward throughout this period.) Earlier in the same year Cary had been paid £374 18s. by Colt Hoare for engraving ten *Iter* maps, maps of the stations, and the map of Roman ways, all for the second volume of *Ancient Wiltshire*. The Mere map was printed, along with the rest of the Mere hundred volume of *Modern Wiltshire* which contains it, by Cox and Co., who invoiced for it in 1822, the year of publication. The work of colouring 412 copies of the map (at 5s. per hundred) was entrusted to Basire, who invoiced for this work in March 1822.

The Heytesbury hundred map, the second in the series to be published, is anonymous, and nothing to connect it with Crocker has been discovered in the accounts. But it is almost inconceivable that he was not responsible, since (as will be shown below) he drew all the others, and had been closely involved in exploring the Heytesbury area (which included Cunnington's home) for many years. Cary charged £24 for engraving and colouring this map, and the account (from G. and J. Cary) is dated February 1824. There is also a printer's bill in which it is specifically mentioned, again from Cox and Co., dated 1824.

The evidence that Crocker drew the remaining maps for *Modern Wiltshire* is supplied by a document in the collection (WANHS Library box 63, ms. 726) which lists the 26 hundreds of Wiltshire (excluding Mere and Heytesbury) after the heading 'For making fair Copies for the Engraver of the Hundreds of...' Each was to be charged at one guinea, which totals £27 6s. The document is endorsed in faint pencil: '1824 Crocker pd M'. Its importance lies not only in confirming the link between the *Modern Wiltshire* maps (which are unsigned) and Philip Crocker, but also in suggesting both that all the maps had been drawn in or before 1824, and that Crocker prepared maps at the same time for the hundreds of north Wiltshire, which were never published in *Modern Wiltshire*. The list has been annotated with a tick against each of the first thirteen maps, and these correspond to the maps subsequently published.

There can be little doubt that Crocker did indeed prepare fair copies of the north Wiltshire hundreds. In c.1970 an antiquarian bookdealer offered: 'A series of very carefully executed pen and ink maps of certain hundreds of Wiltshire... In the margins are the lists of villages etc. in each hundred, in the handwriting of Sir Richard Colt Hoare.' The paper was watermarked 1810. Seven maps (all of central and north Wiltshire) were
offered for sale, describing the hundreds of Swanborough, Bradford and Whorwell'sdown, Calne, Chippenham, Ramsbury, Highworth, and Kingsbridge. Five were still for sale in c.1973 (Hatchwell, c.1970; Hatchwell, c.1973). None of these maps appears to have found its way into any public collections in Wiltshire, and two are certainly now (1998) in private possession. The document further suggests that all the maps were drawn by 1824, but since those covering south Wiltshire were published at intervals thereafter, and the last two, Alderbury and Frustfield, were apparently not engraved until 1844, it is not impossible that Crocker may have had opportunities to make subsequent revisions right up to 1841, when he died.

After Mere and Heytesbury, the third map to be published was Branch and Dole, in 1825. The bill for engraving and colouring this was submitted by G. and J. Cary to Colt Hoare at the same time as that for Heytesbury, February 1824. No accounts for engraving the later maps appear to exist among the Colt Hoare manuscripts, although there is a bill of 1827 from Basire (i.e. James Basire III: see Gardiner, 1975) which includes printing the map of the Vale of the River Avon (WANHS Library box 63, ms. 729). A letter from Basire in the same collection, of May 1834, explains that he was not responsible for printing the map of Chalk hundred, and the collection in general suggests that, apart from the Vale of the River Avon, Basire did not print any maps in Modern Wiltshire.

In the absence of internal evidence of later revisions, it is probably safe to assume that Crocker's maps should be dated 1821-4. Since he had been so closely involved with the Ordnance Survey it might be expected that his maps would be based on the one-inch sheets, but in fact comparison with Greenwood shows a much closer correspondence with that map. The likely explanation is that, because Crocker was required to map the whole of Wiltshire in a uniform way, and the Ordnance Survey sheets covering north Wiltshire had not by 1824 appeared, he resorted to the newest detailed map of the county then available. The dates included on the engraved versions of his maps should in any case be viewed with suspicion. It is noticeable that the Alderbury hundred map (dated 1st November 1844) was published in a volume bearing the imprint 1837.

The index included in this volume is designed to serve three useful functions. At one level it enables users to discover which maps cover a particular parish (Wiltshire parishes, as defined by Gover et al, 1939, are indexed according to their usual modern spelling, and are denoted by small capitals, with variant spellings found on the maps...
appended in romans). At another level it brings together by a series of see or see also references certain categories of topographical feature, such as parks, mills, and wells, which should be searched under those headwords.

The third function, which may prove the most useful, is that the index is intended to assist users of eighteenth- and nineteenth-century documents, when they encounter an unfamiliar minor place-name, or one spelled in an apparently unconventional or aberrant form, to locate it within Wiltshire. To this end all place-names (other than parishes) found on the maps are indexed exactly as there printed, except that abbreviations are expanded, and the definite article is transposed. One result of this is that, contrary to normal record editing practice, the same name, spelled in different ways on the various maps, may occur in the index several times, according to the variant spellings; conversely two or more homonymous names may be combined within a single index entry. It is hoped that by this means a researcher encountering, to take an extreme example, a reference in a document to Yeoing in Wiltshire will be able via the index to find the name on one of the maps here reproduced, and thereby to identify the name with modern Ewen, a tithing of Kemble (subsequently transferred to Gloucestershire). Identification of minor place-names in vernacular spellings can be a time-consuming and, at worst, a hopeless task for anyone without an intimate knowledge of Wiltshire’s geography and history (Gover et al., 1939 only indexes under the modern form of the name); the index may occasionally help to resolve problems of this nature.

In greater detail the conventions adopted in preparing this index may be set out as follows: Wiltshire parishes (as defined by Gover, et al., 1939) are printed in small capitals, followed by variant spellings in brackets. The variant spellings, if not adjacent in the index to the modern spelling, are also indexed, and are cross-referenced by a see entry to the parish name, eg Ashlington: see Etchilhampton. If a parish name is homonymous with other places these are distinguished, eg Allington, Allington (in Chippenham), etc. All other places are indexed exactly as found on the maps, and no attempt is made to distinguish homonymous places. Abbreviations have been expanded (apart from St for Saint, which is retained), and ‘The’ and ‘River’ have been transposed. Entries refer to page numbers, followed by position according to an imaginary grid. B4, for example, refers to a square, of which the intersection of B and 4 forms the top left corner.

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WRO 1179/1: Corsley parish register, 1686 to 1758

WRO 1863/7: Stourton burial register

WRO A1/372/1: Deposited plan and book of reference, Kennet and Avon Canal, 1793

WRO EA23: Warminster and Corsley enclosure map and award, 1783
JOHN CARY  WILTSHIRE  1787
A New Map of Wiltshire by Willm Tunnicliff
Land Surveyor. 1791.
JOHN CARY  A NEW MAP OF WILTSHIRE...  1801
These parts of WILTSHIRE are situated with the eastern part of SUFFOLK.
A NEW MAP
OF
WILTSHIRE,
DIVIDED INTO HUNDREDS.
EXHIBITING
Its Roads, Rivers, Parks &c.

By JOHN CARY, Engineer.
1801.
CHARLES SMITH  A NEW MAP OF THE COUNTY OF WILTS... 1801
A NEW MAP
of the COUNTY of
WILTS
Divided into Hundreds

LONDON
Printed for C. SMITH, No. 172 Strand,
January 6th 1801.
EXPLANATION

Market Towns with the Distance from
London in miles of Miles is

Churches and Chapels

Turnpike Roads

Great Roads

Park & Gentleman's Houses

Rivers

Navigable Canals

Note. The figures on the Turnpike Roads express the distance in miles and half miles between one Market Town and another.

Scale
REFERENCE to the HUNDREDS

1 Malmsbury
2 Highworth
3 North Damerham
4 Kings Bridge
5 Chippenham
6 Calne
7 Selkley
8 Ramsbury
9 Bradford
10 Melksham
11 Potters & Cannings
12 Swanborough
13 Kinwardstone
14 Whoresdon
15 Welford
16 Branch & Dole
17 Estub & Everley
18 Amesbury
19 Warminster
20 Heytesbury
21 Mere
22 South Damerham
23 Dunworth
24 Underditch
25 Alderbury
26 Chalk
27 Cawden & Cadworth
28 Downton
29 Frutfield
JOHN RENNIE  
PLAN OF THE PROPOSED NAVIGABLE 
CANAL, BETWEEN THE RIVER KENNET ... AND THE 
RIVER AVON...  1793 (1810)
55 RENNIE 1793

E to the Line of the Wilts & Berks' Canal to Calne & Chippenham.

At Avon Canal at H near M. near Middle Lodge
Middle Lodge to N. at of the Branch to Calne

<table>
<thead>
<tr>
<th>Mile</th>
<th>Feet</th>
<th>Rise</th>
</tr>
</thead>
<tbody>
<tr>
<td>6.3</td>
<td>9</td>
<td>54.6</td>
</tr>
<tr>
<td>1.4</td>
<td>4</td>
<td>30.0</td>
</tr>
</tbody>
</table>

Chippenham: 1.5 A Level

He: 3.0 O Level
PLAN of the proposed NA
between
RIVER KENNET at NEWB
and the
RIVER AVON at BATH, in
whereby a navigable Comm
between
CITIES of LOND.
Likewise of part of the WILT'S:
SEMINGTON to the Towns of C.
to which is added a PLAN of the proposed
Surveyed
by JOHN RENNIE
COMPLETE
NIGABLE CANAL,

the URY, in the COUNTY of BERKS;
the COUNTY of SOMERSET:

communication will be opened between BERKS CANAL, from ALNE & CHIPPENHAM;
SOMERSETSHIRE COAL CANAL.

1793

Civil Engineer:

D IN 1810.

To the Right Honourable and Most Serene Prince of Wales.
REFERENCE to the

From the Kennet & Avon prop

Lymeley Stoke to L at Milford.
From L at Milford to M near .
From L at D\(^0\) to N near ?

A B C D

1

2

3

4

5

6
the SOMERSETSHIRE COAL CANAL

<table>
<thead>
<tr>
<th>Proposed Canal at B near</th>
<th>Lengths</th>
<th>Rises</th>
</tr>
</thead>
<tbody>
<tr>
<td>East.....................</td>
<td>2 0 2</td>
<td>Level</td>
</tr>
<tr>
<td>or Paulton upper Engine</td>
<td>7 7 6 9</td>
<td>138</td>
</tr>
<tr>
<td>or Welton Coal Work</td>
<td>7 3 5</td>
<td>138</td>
</tr>
</tbody>
</table>
From the S
near the W.
From Han.
From Croft.
Summit J.
From the
From Woo.
From Der.
From Fun.
From then.
Fall at D.
From Bra.
From then.
REFERENCE to the KENNET & AVON CANAL

<table>
<thead>
<tr>
<th>Surface of the Kennet Navigation at A</th>
<th>Length (Miles)</th>
<th>Rise (Feet)</th>
<th>Pa</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wharf at Newbury to B near Hungerford</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hungerford to C at Cypton Engine</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cypton Engine to the Summit Level at D</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Level (including the Tunnel) to E near Brinslade</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>In West end of the Summit Level to Wooton Rivers</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wooton Rivers to the West end of Devizes at E</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Devizes to Furlong at G</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Furlong to the Junction of the Wills &amp; Berks Canal at H</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hence to Bradford Wharf at Y</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bradford Lock</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bradford to Sidney Gardens</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hence to the Old Bridge at Bath</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

| Total | 57 | 210 | 40 |

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RENNIE 1793
ROBERT AND WILLIAM WHITWORTH  A PLAN OF THE WILTS AND BERKS CANAL...  1793
<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1</td>
</tr>
</tbody>
</table>

1. Junction with the Kennet and Avon Canal at SEMINGTON to the Branch to Chippenham to the Branch to Calne ..............................................................
2. Branch to Calne to the end of the Head Level near Wootton Bassett ..........  
3. West End to the East end of the Head Level ........................................
4. East end of the Head Level to the Wantage River ..............................
5. Crossing of the Wantage River to the River Thames at Abingdon .....  

6. Branch to Chippenham ........................................................................  
   Branch to Calne ..............................................................................  
   Branch to Wantage ........................................................................
### Table: LENGTH, RISE, FALL

<table>
<thead>
<tr>
<th>Chippenham</th>
<th>LENGTH</th>
<th>RISE</th>
<th>FALL</th>
</tr>
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<tbody>
<tr>
<td></td>
<td>M.</td>
<td>F.</td>
<td>Ch.</td>
</tr>
<tr>
<td>1</td>
<td>2</td>
<td>4</td>
<td>17</td>
</tr>
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<td>2</td>
<td>10</td>
<td>6</td>
<td>8</td>
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<td>9</td>
<td>3</td>
<td>2</td>
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<td>4</td>
<td>25</td>
<td>0</td>
<td>4</td>
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<td>5</td>
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<td>6</td>
<td>7</td>
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<tr>
<td>6</td>
<td>52</td>
<td>0</td>
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</tr>
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<td>1</td>
<td>7</td>
<td>7</td>
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<td>8</td>
<td>3</td>
<td>1</td>
<td>2</td>
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<tr>
<td>9</td>
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<td>7</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>57</td>
<td>7</td>
<td>2</td>
</tr>
</tbody>
</table>

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**Diagram:**

- **K**
- **Frilford**

---

**Notes:**

- **Table Row:** Chippenham
- **Table Columns:** LENGTH, RISE, FALL
- **Diagram Symbols:** K, Frilford
A Plan of the

WILTS and BERKS CAN

from

TURINGTON in the Country of W

to

INGDON in the COUNTY of BE

with BRANCHES to the TOWNS of

HIPPENHAM, CALNE and WANTAC

BY ROB. & WILL. WHITWORTH, ENGINEERS.

1793.
CHRISTOPHER GREENWOOD  MAP OF THE COUNTY OF WILTS, FROM ACTUAL SURVEY, MADE IN THE YEARS 1819 AND 1820 1820
oprieters.

yours,
OF

WILTHSHII

THIS

Map of the Coun

Is most respectfully Ded

The

PROPRIET

Explanati

Churches and Chapels
NORTH WEST VIEW OF SALISBURY CATHEDRAL.
parishes
as WARMINSTER
Roman as Bramshaw
as Newton
PHILIP CROCKER  MAPS OF HUNDREDS FOR THE
HISTORY OF MODERN WILTSHIRE  1822-44
(drawn c.1821-4)
THE HUNDRED OF MERE.  

Dorset
In the Hundred of Branch and Dole

Old Ditch

Chitterne Farm

Orcheston St George

Shrewton
In the Hundred of Mere
Cawden and Cadworth Hundred
VALE OF RIVER AVON

HUNDREDS OF
UNDERDITCH.
WARMINSTER AND WESTBURY HUNDREDS

BURY AND WARMINSTER
OWNTON AND CAWDEN HUNDREDS

[Map of Ownton and Cawden Hundreds with place names and landmarks labeled]
DUNWORTH HUNDRED

N Worth Hundred.
## INDEX

The purpose and method of compilation of this index are described in greater detail in the introduction, to which reference should be made. Wiltshire parishes are printed in small capitals, followed by variant spellings in brackets. All other places are indexed exactly as found on the maps, although abbreviations have been expanded. Cross-referencing to some features of topographical or historical interest, such as mills, parks, and wells, is also provided. Entries refer to page numbers, followed by position according to an imaginary grid. B4, for example, refers to a square, of which the intersection of B and 4 forms the top left corner. The introduction has not been indexed.

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